

TRAFFIC CALMING PROCEDURES AND PROCESS

The Traffic Safety Committee (TSC) shall consider the following actions after receiving a complaint of speeding and residents from the affected streets make a presentation to the TSC.

PHASE I – ENFORCEMENT AND ENGINEERING

- 1) Conduct a Speed Survey – The Police Department will work in conjunction with the Public Works Department to conduct a speed survey to determine the extent of the speed or volume problem and if traffic enforcement can be applied during specific time periods. This will be based on reasonable number of violators exceeding the 85th percentile speed during those identified peak volume time periods.
- 2) Traffic Enforcement – If identified time periods and a reasonable number of vehicles exceed the 85th percentile speed, as determined by the Police Department or Public Works Department, then enforcement steps shall be taken. A follow-up speed survey will be conducted if the residents feel that the problem is continuing.
- 3) Establish and Post Appropriate Signage – The Public Works Department may consider the placement of signs as outlined in Resolution 25-93, if the neighborhood qualifies as one of those where warning signs could be considered under this resolution. The signs would be a cautionary type and could include pavement legends.
- 4) Consider STOP Signs – Public Works can be directed by the TSC to perform a stop sign analysis based on stop sign placement criteria adopted by the committee.

PHASE II – TRAFFIC CALMING DEVICES

If phase I steps do not resolve the resident's complaints, then the TSC may consider the following traffic calming devices in the following order. All of these devices would require a 67% majority approval by the residents of the affected street before implementation occurs. The TSC can decide to impose any one of the traffic calming devices on an experimental basis prior to moving to phase III.

- 1) Bots Dots or Painted Lines – The residents must submit a petition requesting either a painted line or bots dots be placed down the center of the street. The bots dots would either be a single line or on those streets with existing bots dots a second line would be added in conformance with the Caltrans Traffic Manual. The TSC shall concur with the selection and authorize the installation.
- 2) Turn restrictions – Directional signage restricting certain turning movements can be considered and installed.
- 3) Painted Chicanes – The residents may request painted curved lines on their street, providing the speed survey shows a continued speeding problem and the TSC agrees.

A written ballot provided by the Public Works Department shall poll each affected resident. Each property owner who would lose parking spaces in front of their residence, because of the curving line, must agree to the loss of parking in writing. The TSC shall agree to the design and authorize the installation.

PHASE III – PHYSICAL ROAD STRUCTURES

These two choices require the approval of the Traffic Safety Committee prior to implementation. These devices also require a 67% majority approval by the affected residents and will only be considered if Phase II steps did not resolve resident complaints.

- 1) Chicanes – If the residents and TSC feel that the bots dots and/or painted lines have not reduced the speeds (speed survey continues to show a problem), the residents may vote for the raised islands by a mailed ballot from the Public Works Department. Each property owner who would lose a parking space in front of his or her residence must agree in writing. The Public Works Department must approve the raised islands design.
- 2) Elongated Speed Humps – The TSC may consider the placement of elongated speed humps, provided the criteria set forth in the Speed Hump Policy have been met, and 67% of the affected residents have approved through a mail ballot.

PHASE IV – Raised Intersections and Street Closures

Because of the seriousness of these two considerations, any approval for recommendation and funding by the TSC must be presented to the City Council. These two options also require a 67% approval by the affected street residents. The City Council could require some or all of the costs to be paid by the residents.

- 1) Raised intersection – The TSC may consider the placement of a raised intersection at any residential location when all other options have been taken to reduce speeds and a stop sign or traffic signal is not warranted. A raised intersection is defined as a 12-foot ramp that rises two inches above the roadway surface at a slope of less than 1.4%. Residents on all four corners of the intersection must agree to its placement in writing.
- 2) Street Closure – This would be the final step and would require a traffic study to determine the impact on surrounding streets.